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COUNTRY East Germany

REPORT NO. [REDACTED]

TOPIC Jueterbog Altes Lager Airfield

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DATE PREPARED 10 November 1953

REFERENCES

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PAGES 4 ENCLOSURES (N.C. & TYPE)

REMARKS

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1. The following air activity and aircraft were observed at Jueterbog Altes Lager airfield between 21 September and 9 October 1953:

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[REDACTED] Between 1 p.m. and 2 p.m., two single-engine aircraft with radial engines were observed aloft.

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[REDACTED] After 8 a.m., air activity was conducted by MiG-15s or U-MiG-15s which flew individually and in small formations. At 11:45 a.m., eight MiG-15s were parked as alert aircraft at the western end of the runway. One aircraft had a vertical red stripe on its rudder assembly and an additional red stripe on the upper side of the two wings. Four twin-engine aircraft, probably Pe-2s, and an additional 18 MiG-15s or U-MiG-15s were parked at the field and in a hangar.

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[REDACTED] After 8 a.m., there was air activity by swept-back jet aircraft which made 30-minute flights in elements of twos.

The twin-engine aircraft which had been parked at the field on the preceding day were not seen on this day and on the following days.

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[REDACTED] At about 8 a.m., a MiG-15 [REDACTED] took off and made a 15-minute flight. Subsequently, three swept-back jet fighters took off at short intervals. Additional MiG-15s and U-MiG-15s were observed taking off in the course of the day. [REDACTED]

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[REDACTED] After noon, swept-back jet fighters practiced flying in groups of twos and threes.

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[REDACTED] After midday, 12 MiG-15s and U-MiG-15s, [REDACTED] took off at short intervals. Eight alert aircraft were parked at the western end of the runway.

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[REDACTED] Between 9 p.m. and 11 p.m., individual flights were made. On landings, [REDACTED] swept-back jet aircraft had a searchlight just underneath the air intake.

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25X1 [] Between 10 a.m. and 2 p.m., individual jet fighters with and without auxiliary fuel tanks were observed aloft.

25X1 [] After 6 p.m., two MiG-15s with the usual position lights pursued each other. After the landings of the first two aircraft, another two aircraft took off and performed the same flights. At about 7 p.m., air activity was discontinued because of rain.

25X1 [] Between 4 p.m. and 4:30 p.m., two aircraft with radial engines, including one with a red propeller hub, were observed aloft.

25X1 [] No air activity was observed.

25X1 [] Individual 20-minute flights were made by swept-back jet aircraft []

25X1 [] Between 10 a.m. and 4 p.m., MiG-15s and U-MiG-15s were observed aloft.

25X1 In early [] a total of 32 MiG-15 and U-MiG-15s were counted at the field; they were parked in the hangars Nos 4, 8, 9 and 10. Among the aircraft were two-seater aircraft without auxiliary fuel tanks which

[] the two-seater aircraft had various antenna systems. Furthermore, [] 7 Il-10s parked in hangar No 10. []

[] These ground attack aircraft did not belong to the ground attack unit previously stationed at the field.

2. As reported previously, [] observed that one aircraft of the alert flight had a red stripe on its rudder assembly. Three additional aircraft had blue stripes. When the alert flight consisted of four aircraft, the aircraft with the red stripe was parked slightly detached from the other three aircraft with blue stripes and if there were eight alert aircraft at the runway, the aircraft with the red marking was parked in the middle, however, somewhat apart from the other aircraft.

3. The buildings Nos 11, 12 and 14, which were not occupied to capacity, housed technical officers in the lower stories and flying officers of the fighter unit in the upper stories. Building U 13 was vacant and damaged; buildings U 20, U 21, U 22, U 23, U 28, U 29, U 30 and VV 4 were also empty; building U 35 housed women; building U 31 housed the drivers of the fighter unit; and building U 26 housed the 21 of this unit. The motor vehicles of the fighter unit were parked in garage C 1. A warehouse for the personnel at the field was established in building LG 5. A barrier which separated the area of the landing field from the billeting area was erected a few meters north of the road intersection at the fire department, about in line with building U 27. An air force sentry who did not check the passers-by was posted there.³

4. Officers names determined at the field included Martynov (fnu), tech officer of the fighter unit, and Captain Gerasimov (fnu), supply officer of the same unit, and with golden epauletts. The name of the latter officer was written down by an interpreter.⁴

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5. The improvement work which was scheduled to be done at the field in 1953, particularly the planned expansion of the runway toward Malterhausen, has not been carried out for unknown reasons.⁵
6. A radio installation consisting of two steel masts, 20 to 25 meters high and about 50 meters apart, was under construction between the former Hinderburg Kaserne and the hospital. The masts were interconnected by two antenna wires kept 1 meter apart by three rods. The antenna extended to building No 24, which had the designation "house 1" at the field.⁶
7. In early October, a total of about 50 officers and 120 EM of the former air technical school were observed in the messhall at lunch time. The EM did not wear the usual golden grade chevrons but silver ones on their air force epaulets. Kateshov (fnu) was identified as Kech officer of the air technical school.⁴
8. Four radio installations were located near Blanke Teich (pond). One of them had four masts with a small hut in the middle and the other three had one mast each. Of the latter three installations, one had been constructed recently. At present, one temporary building was still under construction. About three officers and 20 EM were employed at the radio installations which were not fenced in. Three radio trucks were parked in the vicinity of the installations. A telephone line extended to the second radio installation.⁷

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9.

10. According to rumors in the staff of the Bauunion Spree, this Bauunion was to take over construction work at Jueterbog-Altes Lager airfield in 1954. [redacted] the previously reported allocation of 6.5 million eastmarks was scheduled for work in 1954; [redacted] it possible that this sum, when compared with the scheduled construction work at Jueterbog-Altes Lager airfield was earmarked for this construction project.⁵

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1. [redacted] Comment. At present, Jueterbog-Altes Lager airfield is occupied by two fighter regiments. [redacted]

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in December 1952 in Koethen and Wittstock respectively. The Mi-10s observed at the field are possibly used by the technical school.

2. [redacted] Comment. The new markings on MiG-15s were reported previously. [redacted] It has not been determined whether the red and blue stripes only mark the aircraft of the alert flight.

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3. [redacted] Comment. The numbers of the buildings mentioned are keyed to a sketch forwarded previously. [redacted]

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4. [redacted] Comment. Martinyonev, Gorasimov and Kateshov are reported for the first time.

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5. Comment. Improvement work at Jueterbog-Altes Lager airfield was once planned at an earlier date. It appears possible that construction work will be done at the field in 1954 as workers and implements will be available after completion of work at the other airfields which now are under construction. that construction is scheduled to be done only at Tutow airfield in 1954.

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6. Comment. This antenna system had been observed at Zerbst airfield prior to the transfer of one fighter regiment from Zerbst to Jueterbog. The existence at Jueterbog of this antenna system possibly indicates that the fighter division headquarters was also transferred from Zerbst to Jueterbog.

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7. Comment. The Blinkerfeich is located in the eastern extension of the runway, on the western perimeter of Jueterbog. Since the DF station is located nearer to the airfield, it is assumed that the radio installation with telephone connections is a second DF station near the outer low frequency approach beacon.

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